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(PUBLISHED EVERY
WEEK DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to
any part of the world
\$3 per annum.

The China Mail.

ESTABLISHED 1845

June 21, 1921. Temperature 78

Barometer 29.65

Rainfall 1.30 inch.

Humidity 94

June 21, 1920, Temperature 82

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HONGKONG, TUESDAY, JUNE 21, 1921

日六十月五年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

FANS.

THE HOT WEATHER IS HERE
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE

TEL. 482. in Hongkong and Kowloon. TEL. 482. 3552

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

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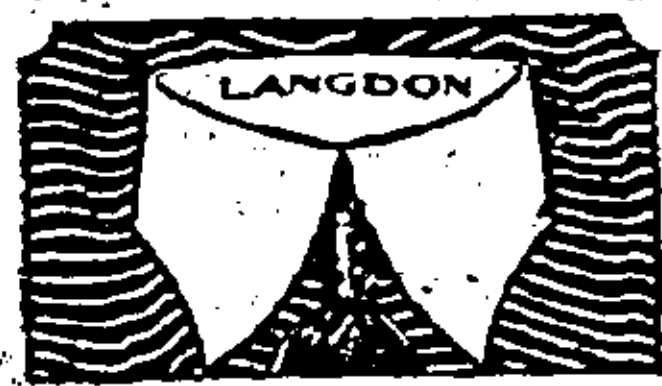
1A, Chater Road.

YEE SANG FAT CO.

Just Arrived
LATEST PATTERNS
OF
GENT'S SILK NECKTIES

WITH HANDSOME DESIGNS
ATTRACTIVE COLOURS.

IDE COLLARS



The Newest of the New

SOLD BY

YEE SANG FAT CO.

THE ISLE OF SKYE LIQUEUR
"DRAMBUIE"
A LINK WITH THE "45."

OBTAINABLE AT:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

For Every Occasion.

BACCARAT

Cut Glass

J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

PREMIER AT IMPERIAL CONFERENCE.

ADMIRE'S DISARMAMENT BUT SAYS SEA POWER INDISPENSABLE.

PRaise FOR JAPAN, INDIA AND DOMINIONS.

LONDON, June 20.

Lloyd George, in his speech to the conference of Imperial delegates, said one of the most urgent and important questions was the relations of the empire with United States and Japan. There was no quarter of the world where we more greatly desired to maintain peace, fairplay for all nations, and to avoid competition in armaments, than in the Pacific and the Far East. The Anglo-Japanese alliance had been a valuable factor in that direction. Japan had been a faithful ally, rendering us valuable assistance in our critical need. The British empire would not easily forget that Japanese warships escorted our transports bringing the Australian and New Zealand forces to Europe when German cruisers were still in the Indian and Pacific oceans. We desire to preserve that well-tried friendship which has stood us both in good stead and to apply it to the solution of all questions in the Far East where Japan has special interests and where we ourselves, like the United States, desire equal opportunities and the Open Door. Not the least of these questions is the future of China which looks to us and to the United States for sympathetic treatment and fairplay. No greater calamity could overtake the world than any further continuation of the world's divisions upon racial lines. The British empire has done signal service to humanity in bridging these divisions in the past. The loyalty of the King-Emperor's Asiatic peoples is proof. To depart from that policy or to fail in that duty would not merely greatly increase the dangers of international war; it would divide the British empire against itself. Our foreign policy can never range itself upon the differences of race and civilisation between east and west. It would be fatal to the empire. We look confidently to the government and the people of the United States for sympathy and understanding in this respect. Friendly co-operation with the United States is for us a cardinal principle dictated equally by instinct, reason and common sense. We desire to work with the great republic everywhere in the world. Like it we want stability and peace based on liberty and justice. We desire to avoid the growth of armaments in the Pacific and elsewhere. We rejoice that American opinion at present is so earnest in that direction. We are ready to discuss with American statesmen any proposal for the limitation of armaments on their part and undertake that no such overtures will find a lack of willingness to meet them. Australia and New Zealand, indeed the whole empire, was built on sea-power which was necessarily the basis of the empire's existence. We must therefore look to the measures our security requires. We aim at nothing more; we cannot possibly be content with less. The Premier began by dwelling on the post-war overstrain and exhaustion of the nations, producing a feverish restlessness and disinclination to steady labour but the distress in Britain was not so bad as after the Napoleonic wars. Indeed, despite the great unemployment and much labour unrest there was no actual privation. This was largely attributable to self-sacrifices by the well-to-do. He was confident the world was slowly settling down to face realities. An encouraging fact in the international situation was the increasing impatience with those seeking to keep the world in a state of turmoil and tension. A most troublesome problem when peace was settled included the disarmament of Germany, through irregular formations in Bavaria still giving trouble. He believed that difficulty would shortly be overcome. Another problem was reparation, which had baffled all the financial experts for two years but the expedient now devised seems to have given satisfaction to the moderate and practical men in Europe. So far as we have been able to gather that is also the view of the Dominions, which are directly concerned therein.

He was most hopeful as regards two remaining difficulties, the fixation of the boundaries of Poland and peace with Turkey. Until these were settled it could not be said that peace was established. The first essential for peace and reconstruction was that we stand by the treaties. The nations of the world realised their interdependence more than ever and the League of Nations stood as a witness of such realisation. There might be relaxations of the treaties here and there, following the discovery of new conditions with the consent of all parties but the treaties must stand where such consent was not forthcoming. He did not propose to deal in detail with the agenda of the conference, remarking, "We have no cut and dried agenda; we will discuss that amongst ourselves." He said the British empire was progressing very satisfactorily from the constitutional standpoint and otherwise. He mentioned among the post-war changes Canada's decision to have its own minister at Washington. This was a most important development, in which we had willingly co-operated.

Mr. Lloyd George concluded by emphasising that the British dominions and the Indian empire had played a greater part in the war for freedom than any nation except perhaps the very greatest Powers. Our mutual exertions constituted a testimony to British institutions which no other empire in history can approach or emulate. In recognition of their achievements the British dominions had been accepted fully into the comity of nations by the whole world. They had achieved full national status and standing beside the United Kingdom as equal partners in the dignities and responsibilities of the British commonwealth. If there are means whereby that status can be rendered even clearer to their own communities and the world we will be glad to have them submitted at this conference. India's achievements were also very great; she had proved her right to a new status in our councils.

CRICKET AT THE OVAL.

POOR AUSTRALIAN BATTING.

LONDON, June 20.

Fourteen thousand attended at the Oval in weather cool and cloudy. Surrey scored 175, of which Ducat contributed 47. The wicket was fast. The Australians scored 158, their batting being poor. Mayne added 46. Hitch took five for 44 and Pender four for 44.

Other results: Yorkshire beat Warwick by an innings and 141. Derby beat Glamorgan by two wickets. Bestwick for Derbyshire secured ten wickets in Glamorgan's second innings for forty, a feat unperformed since Dixie did it for Yorkshire versus Somerset in 1914.

THE DOLLAR.

To-day's closing rate 2/7 1/8
To-day's opening rate 2/7 3/8

A DISPUTED ACCOUNT.

EMPLOYER SUES EMPLOYEES.

SUMMARY COURT JUDGMENT.

Judgment was delivered by the Puisne Judge (Mr. R. Wood) today in connection with the case heard in the Summary Court last week, in which the Kat Cheung Sui, of Queen Street, claimed from Leung Man Cook and Wan Shan, two former employees the sums of \$143.32 and \$677.36 respectively being the balance due for money advanced and goods sold and delivered by the firm to the defendants.

Mr. E. C. Vaux appeared to support the claim and Mr. W. B. Hind to represent the defendants. It was set out in the course of the hearing that the defendants had been employees of the firm for many years. In the books of the firm they had been credited with certain sums due from time to time to them and had also been debited with other sums due from them. The account being balanced and agreed to at the end of each Chinese year. The correctness of the details of the account was not disputed but it was contended on behalf of the defendants that they were not liable for any balance of account debited against them in respect of items which were more than three years prior in date to the issue of the writs. The defendants claimed that they were entitled to a clear account as between themselves and the firm commencing three years prior to the commencement of the action. According to Mr. Hind's submission any claim in respect of the earlier accounts was barred by section 8 of the Supreme Court (Summary Jurisdiction) Ordinance 1873.

"It is admitted," His Honor said in the course of his judgment "that the amounts placed from time to time to the credit of the defendants in these accounts have not been appropriated by either party to the discharge of any specified liability. That being so the rule is that, in the absence of such appropriation, entries made in the defendant's favour in the books of the plaintiff firm are now presumed, each of them to have been discharged by those liabilities which were earliest in date in each case (provided that in no case was the debt discharged barred by Statute which is exceedingly unlikely in the case of a running account of the present kind. It follows therefore that the contractual liabilities of the defendants recorded in those accounts which are still outstanding are those most recent in date and those which are here assumed to be all incurred within the period of three years prior to the commencement of this action. The points raised during the hearing of these cases as to the general effect of the Statutes of Limitations and as to the result of part payment in reviving the legal remedy do not appear to arise for decision." "I give judgment for the plaintiff in both cases for the claim and costs."

TOBACCO SMUGGLING.

A MARKED INCREASE.

EFFECT OF THE NEW DUTIES.

As a direct consequence of the recent increase in local duties there has been a marked increase in the smuggling of cigarettes and cigars, and many and ingenious are the attempts made to outwit the revenue officers. A bundle of bamboo coolie hats brought by the "Tailee" from Canton to Hongkong on Sunday morning as passenger's luggage, for instance, was found on examination to conceal not less than 20,780 cigarettes carefully hidden between the brims of the hats.

Following the seizure of 120,000 cigarettes (five cases) on the "Sai An," when the vessel arrived here from Macao last night, four Chinese were this morning charged before Magistrate Lindsay and remanded on the application of Mr. C. H. Mason, until to-morrow morning. A charge against the owners of the steamer "Chun Chow," of having failed to furnish to the superintendent of Imports and Exports within four hours of arrival, a list of the value of 78,500 cigarettes (five cases), was adjourned until Tuesday next by Magistrate Orme. Mr. M. K. Lo appeared for the defendants. Acting Chief Revenue Inspector West appeared for the prosecution in both cases.

BUSINESS NOTICES

Wear Palm Beach Suits.

Palm Beach has washing qualities never before equalled. Practically no dyes are used in the natural Palm Beach shade, which is the most popular number in the Palm Beach range of Patterns. So you can feel perfect security in washing your suit as often as you please.

We have in Stock Natural-Grey, and Brown.

All sizes, extra Trousers with each suit as required. \$45.00 suit.

MACKINTOSH
& CO., LTD.

16 Des Voeux Rd. Phone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road.

Tel. 345

Tel. 345

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers,

The Blue Bird and

The Graeco Egyptian Tobacco Store.

Or from

The Gledale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2843.

TAILORING

DISS BROS.
ALEXANDRA BUILDING S.

EVERYTHING IN THE SWIMMING LINE

FOR
LADIES AND GENTS

INCLUDING

VEST, BONNETS, WINGS,
TOWELS, SHOES, Etc.

Get ready for the Swimming Season
By equipping yourself

AT

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

THE 7 LBS. FOX PORTABLE.

Best Machine for TRAVELLING & OFFICE.

INSPECTION AT A. TACE & CO.

and

HALL, LAW & CO., Sole Agent

4, Lee Yuen Street East.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 344

Tel. 344

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction (For Account of the Concerned)

THURSDAY,
June 23, 1921, at 11 a.m.,
at their Sales Rooms, No. 5,
Des Vaux Road, Corner of
Ice House Street,
A QUANTITY OF
HOUSEHOLD LINENS,

including:—
400 yds. Mosquito Netting, 500 yds.
Sheeting, 300 yds. Damask Table
Cloth, 20 doz. Damask Serviettes,
Turkish and Huckaback Towels,
etc., etc., etc.

Also
17 Doz. Bottles Perfumery.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 20, 1921.

(For account of A. LAMBELET, Esq.)

FRIDAY,
June 24, 1921, at 10.30 a.m.,
at 22, Humphreys Buildings,
Kowloon.

THE
Valuable Household Furniture,
therein comprising:—
Dining Room and Bed Room Suites,
Blackwood Writing Desk and Table,
Glass and China Ware,
etc., etc., etc.

Also
2 Ceiling Fans.
(Full Particulars from Catalogue).
On view day before sale.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 18, 1921.

(For account of the concerned)

FRIDAY,
June 24, 1921, at 2.30 p.m.,
at their Sales Rooms, No. 5,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
HOUSEHOLD FURNITURE,
Removed to Sale Rooms for con-
venience of sale,
including:—
Dining Room and Bed Room Suites,
linens, several pieces Valuable Por-
celain, China and Glass Ware, Cooking
Utensils,
etc., etc., etc.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 20, 1921.

INTIMATIONS.

SOCIETY FOR THE PREVENTION
OF CRUELTY TO ANIMALS.

A MEETING will be held in the
BOARDROOM of MESSRS.
JARDINE, MATHESON & CO'S
OFFICE on THURSDAY next, 23rd
inst., at 4.30 p.m. for the purpose of
forming a Hongkong Branch of the
Society.

ANYONE INTERESTED IN THE
PREVENTION OF CRUELTY TO
ANIMALS IS CORDIALLY INVIT-
ED TO ATTEND.

Hongkong, June 17, 1921.

LONDON DIRECTORY

with Provincial and Foreign Sections,
enables traders to communicate direct
with

MANUFACTURERS & DEALERS
in London and in the Provincial Towns
and Industrial Centres of the United
Kingdom and the Continent of Europe.
The names addresses and other details
are classified under more than 2,000 trade
headings, including

EXPORT MERCHANTS
with detailed particulars of the Goods
shipped and the Colonial and Foreign
Markets supplied;
STEAMSHIP LINES
arranged under the Ports to which they
sail, and indicating the approximate
Sailings.

One-inch BUSINESS CARDS of Firms
desiring to extend their connections, or
Trade Cards of
DEALERS SEEKING AGENCIES
can be printed at a cost of 21. 10s. 0d.
for each trade heading under which they
are inserted. Larger advertisements
from 21. 0s. 0d.

A copy of the Directory will be sent by
parcel post for 21. 0s. 0d. cash with order.
THE LONDON DIRECTORY CO., LTD.,
25, Abchurch Lane, London, E.C. 4,
England.

ESTABLISHED 1826.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.
51. PREPAID.
Every additional word 4 Cents
for 3 insertions.

FOR SALE.

FOR SALE—ONE or TWO LOTS of
LAND, in Jordan Road, Kowloon,
about seven minutes by Ricksha from
Ferry. For plan & further particulars
apply Box 1583, c/o "CHINA MAIL."

FOR SALE—HENDERSON
MOTOR CYCLE, 4 Cylinders, 3
Speeds. Guaranteed perfect Road Con-
dition. We have just completed a
thorough overhauling on this machine
and it is a snap for someone. \$130.00
Cash. First come, First Served.

Also
A Bicycle with new tires and a First
Class Powerful SMITH MOTOR
WHEEL Attached. We also guarantee
the Wheel and Bike to be in first
class mechanical condition. \$150.00
Cash. REEVES & COMPANY, 106
to 114, Woo Sang Street, at Jordan
Road, Yau Ma Tei, Kowloon.

WANTED.

WANTED IN OCTOBER—For-
nished House or Large Flat.
Reply to Box No. 1235 c/o "CHINA
MAIL."

INTIMATIONS

G. R.

SALE by tender of W.D. Vessel
"HERCULES"

TENDERS are invited for the pur-
chase of the above named vessel
with Engines and Boilers and various
spare stores.

Tender forms will be issued on appli-
cation to the undersigned.
Tender forms to reach the Ordnance
Office, not later than 12 noon 12th
July, 1921.

The vessel is now lying at R. A. S. C.
Pier and can be viewed on production
of form of tender to the Officer in
charge Transport, R.A.S.C.

Particulars of the vessel are:—
Steam vessel.
Displacement tonnage 170.
Length... ..85 feet.
Beam... ..17 feet 2 inches.
Depth... ..10 feet 3 inches.
Horse Power... ..350.
Knots... ..10.
Working pressure per
square inch... ..150 lbs.

Engines by Cox & Co., Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to
water line, iron plated above.

Approximate carrying capacity—
25 Tons or 100 Passengers.

F. G. SPINKS, CAPTAIN,
Ordnance Officer.

R. A. O. C. Depot,
Queen's Road East.
Hongkong, June 10, 1921.

KOWLOON CRICKET CLUB.

SATURDAY, JUNE 25th,
at 8 p.m.

A MUSICAL TREAT
A MUSICAL TREAT
A MUSICAL TREAT
A MUSICAL TREAT

By kind permission of Lieut-Col. J.
R. Wyndham and Officers, The Band
of the 2nd Batt. WILTSHIRE REG-
IMENT will perform, assisted by
several well-known LADIES and
GENTLEMEN.

ILLUMINATIONS.
REFRESHMENT BUFFET.

Admission \$1.00 (by permission
of the Government).

NOTICE.

WE have This Day appointed Mr.
STABLEMAN JEX, Secretary of
the Company with power to sign per
procurator.

THE UNION TRADING
CO., LTD.
Hongkong, June 20, 1921.

MASSAGE.
Mr. HONDA and Mrs. HONDA.
14 years experience.
No. 24, Wyndham Street,
(Opposite to the China Mail).

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

RICE PANIC IN RANGOON.

RANGOON, June 20th.
As a result of efforts to corner the rice
market, the lowest quality rice has reached
a record price of Rs. 350 per hundred
baskets, and has caused a panic among
merchants, who have suspended business
till June 20th, when Government action
is expected.

DUTCH CABINET.

THE HAGUE, June 20th.
It is announced that the Queen received
the Party Leaders of the Right of the
Second Chamber on June 18th, in order
to discuss the possibility of the recon-
struction of the Cabinet.

IMPERIAL CABINET.

LONDON, June 20th.
The Imperial Cabinet opened its session
at 10 Downing Street, which was prac-
tically deserted, except for a small party
of journalists and photographers.
Mr. Lloyd George, whose health has
greatly improved, motored from Chequer
this morning, and made a speech welcom-
ing the Imperial representatives.

The Imperial Cabinet adjourned till
June 21st, after the speech of the Premier,
which is understood to have been a very
important pronouncement, and the text
of which will be issued later.

The meeting was held in the Cabinet
Room. The Premier and British Cabinet
Ministers, including Winston Church-
ill, Mr. Arthur Balfour, Mr. Austen
Chamberlain and Mr. Montagu, sat on
one side of the table, and the representa-
tives of the Dominions and India on the
other.

TROTZY'S LIFE IN DANGER.

PARIS, June 20th.
A Helsingfors telegram says that M.
Trotzky is suffering from cancer on the
lung. His condition is serious.

EX-GERMAN SHIPS.

LONDON, June 20th.
Lord Lochdale, in a letter to the Times,
says that the nine ex-German ships adver-
tised for sale to British nationals only,
which are still in German hands for re-
patriating refugees in the Baltic, on
behalf of the League of Nations, have been
sold to a German buyer in concurrence
with the Reparations Commission's advice
as an unusually good price, which it
was impossible to obtain from British
buyers.

It has been, now, decided that, after
June 30th, the market will be thrown open
to the world for ships left unsold to
British buyers.

Lord Lochdale declares that the liquid
resources of British shipowners appear to
be getting exhausted owing to taxation,
high wages, strikes, etc.

GRAVEST MENACE IN THE PACIFIC.

LONDON, June 20th.
The Daily Telegraph gives prominence
to an article by Mr. Lennox Simpson
(Parnham Weale) blaming the Anglo-
Japanese Treaty for the turmoil and
anarchy existing in China, and contend-
ing that if the Allies are allowed to
sign a remarkable change will come, and
China and Japan will become friends
and equals.

Mr. Simpson appeals to the Dominion
Premiers to study, and grasp the fact
that the conditions in China, coupled
with Great Britain's Japanese commit-
ments, constitute the gravest menace in
the Pacific.

CROWN PRINCE OF JAPAN.

THE HAGUE, June 20th.
Prince Hirohito and Prince Kanin left
this morning by special train for Louvain.
The Foreign Minister, many officials and
high dignitaries bade them farewell at
the station. Vice-Admiral Vanheukelaer,
the Japanese Minister at the Hague and
others attached to Prince Hirohito's suite
during his visit to Holland accompanied
him as far as the frontier.

After Prince Hirohito's departure, the
Queen telegraphed to the Emperor of
Japan cordially expressing Her Majesty's
special satisfaction at Prince
Hirohito's visit, which Her Majesty
said, had left the most agreeable recollec-
tions.

CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge
of neuralgia, that drives the trouble
in, Chamberlain's Pain Balm drives it
out. It cures the pain at once and cures the complaint
quickly. When a hot, inflamed, swollen
joint is the cause of the trouble, it may be
promptly relieved by the use of this
quickly healing and swelling promptly
reduced. In fact, for the household
ill it is just what is needed as
every family should be provided with
it. For sale by Chemists and Store-
keepers.

For Hair And Skin Health
Cuticura Is Supreme

The superiority of skin and scalp troubles
should be treated with Cuticura. It
is the only remedy for all skin diseases.
Cuticura cures itching, redness, eruptions,
eczema, dandruff, and all the troubles
connected with the skin. Cuticura cures
the scalp and the hair. Cuticura cures
the face and the neck. Cuticura cures
the hands and the feet. Cuticura cures
the whole body. Cuticura cures all the
troubles of the skin. Cuticura cures all
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you Expense, Time, Trouble and Annoyance.

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F. W. D. Automotive Service Department,
60, Des Vaux Road Central.

MARRIAGE.

SURRECA-SOUZA.—On June 4,
1921, at Kobe, Pedro Branch
Surreca, second son of the late
Dr. Ceiso Surreca and Mrs.
Francisca Branch Surreca of
Barcelona, Spain, to Mercedes
Dolores, only daughter of Mr.
and Mrs. F. S. Souza of Kobe.

DEATHS.

McCONNELL.—On May 4, 1921, at
her home in Portland, Oregon,
Miss Mary McConnell, beloved
sister of Mrs. J. B. Sawyer.HINTON.—On June 13, 1921, at
Shanghai, Evelyn Made, the be-
loved wife of Frederick J. Hinton,
aged 42 years.HYKES.—On June 14, 1921, at
Shanghai, Dr. John Reside Hykes,
in his 69th year.

The China Mail.

QUOTE, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, JUNE 21, 1921.

SPIRITUAL HEALING.

Bishop Malony, in a long letter to
a Shanghai contemporary, testifies
to "a large number of cures" by Mr.
Hickson's mission of healing. This
Mr. Hickson, it will be remembered,
conducted a mission in Hongkong
a few weeks ago, but no such report
on results was made here. There
was a certain amount of "spiritual
revival," and Mr. Hickson got \$2,000
as a "thank offering." The broad
subject of spiritual healing, thus given
a special local interest, is claiming
the attention of a great many people
just now. In the *Contemporary Review*
the Rev. Dr. S. McComb
writes at length of a revival of healingthrough spiritual agencies. He re-
gards it as "one of the most remark-
able signs of the awakening spiritual
life of the Church in our time." The
ordinary sceptical and cynical had already
regarded it in some such way, as an
"advertising stunt" necessitated by
a slackening business. Dr. McComb,
unintentionally no doubt, by certain
references to Christian Science, man-
ages to suggest it as an effort to cope
with increasing competition. He does
not seem to accept the cures of such
diseases and injuries as Bishop Malony
does; but claims its efficacy for mental
troubles, which no really instructed
man would wish to contradict. Such
disorders as come from worry, grief,
remorse, fear, all mental strain, can
best be cured by attention to the
mind. They can be prevented by
such mental training, and that is
better still. Dr. McComb reminds
us that "to denounce the metaphysical
and the theory of these
sects is exceedingly easy, but for
most people the question is, Does it
work?" The theologian perhaps re-
quires a warning against leaning too
heavily upon that apparently com-
mon-sense test. Thus William James
the psychologist is often quoted as
telling us that "the sovereign cure
for worry is religious faith." The
quotation may be continued: "The
turbulent billows of the fretful surface
leave the deep parts of the ocean
undisturbed, and to him who has
a hold on vaster and more permanent
realities the hourly vicissitudes of
his personal destiny seem relatively
insignificant things." It is clear now
that William James' statement would
be more completely and universally
true with the word "religious"
omitted, unless we are to concede
to hairsplitting definitions of religion.
The sovereign cure for worry is faith.
Possibly all faith that cures, that
passes the test of working, might be
called religious; but most of the
theologians would repudiate it. The
conviction of our own destiny as a
"relatively insignificant" thing isacquirable without any religious faith
at all, and is indeed held by most
sceptics and thinking men. Such a
conviction, however, is as efficacious
against worry as the empty and
irreligious doctrine of fatalism.
Dr. McComb approves of the revival
of spiritual healing, remarking that
the soul has hitherto been handed
over to the clergy, and the body to
the physicians, "with results which
cannot be considered satisfactory."
He makes it clear that the results of
material medicine are included, by
adding that "throughout society
there is a growing distrust of academic
medicine." We can imagine some
General Practitioners, after reading
that, deriving a certain enjoyment
from an article by the Rev. R.
Meiklejohn, B. D., LL.B., in the
Challenge. This reviewer gentleman
says "that practically all thoughtful
men are religious," and that in the
course of an article apparently de-
signed to show that the clergy are not!
He says himself quite plainly, "It
is the writer's thesis that this organ-
ising, mechanical priest-hood is actually
destroying the spiritual vitality of the
church and alienating more deeply
than ever the layman who is attracted
by Christianity but repelled by
"Churchmanship."If that be true (and it comes from a
reverend the other should perhaps
be persuaded that soul as well as
body were better entrusted to the
General Practitioner, who, "materi-
alist" though he may be, is not
ignorant of the other phenomena
of life which we call spiritual. It
was a medical journal which first
printed the couplet:Who'd pride himself on intel-
lect, whose use
Depends so much upon the
gastro-intestine!and there must be many a physician
who knows how peace in the soul
depends upon physical harmony. Dr.
Meiklejohn says the day of the
sacerdotes is over. In mentally pro-
gressive countries he will become
extinct. "No mind," he very
shrewdly says, "can ever be per-
manently influenced by another mind
of inferior quality." Ec-
clesiasticism and sacerdotalism have
played their part. The day
of the priest, as such, is over; the
day of the prophet is already dawning.
The really religious and thinking
world is "utterly weary" with a
conservative, priestly religion, and
with "vain repetitions." It cries
for healing, in fact, for spiritual
healing; but not for such as Mr.
Hickson seems to offer, nor for such
as the Church has been offering.
The World War made us realize
how sick we were. The general
abandonment of the Churches, in
favour of healing "novelties," in-
dicated that they had been offering
"not bread, but a stone," not healing,
but quackery. These things, these
worlds, have now to be faced.
What has "the validity of Orders"
to do with the eternal God, the sole
healer? It is true that most thought-
ful men are religious; it is true that
all really religious men are spiritual
healers; it is not true that to attack
failures under this test is to "attack
religion." Let us get this thorny
ground cleared first, and so make room
for the prophets who, according to
the Rev. Dr. Meiklejohn, are at hand.
They will be very welcome.

LOCAL AND GENERAL.

A coolie was killed in Hollywood
Road yesterday morning by a hand-
truck which got out of control and
ran over him. A bystander super-
stitiously thrust a bundle of lighted
joss sticks under the victim's nose,
but though this temporarily revived
the man he died almost immediately
afterwards.Shanghai papers record with
very deep regret the death of the
Rev. John Reside Hykes, D.D., at the
Shanghai General Hospital, after a
rather lengthy illness. The late Dr.
Hykes, who had been almost 43 years
of "missionary service in China, was
a familiar figure to most residents of
Shanghai, with great mind and memory,
and strong personality.Among the passengers who
arrived here by the China Mail str.
"Nanking" were Lo Lok-chai, general
manager, Mark Tso, treasurer, and
M. Q. Fong, secretary, of the China
Mail Steamship Company, who have
come to investigate business condi-
tions. They were joined here by Mr.
Walter Yuen-lum, assistant of the
president and a member of the board
of directors of the company. All of
these gentlemen are stationed in San
Francisco.The large magnolia tree that for
many years occupied a prominent
position in a garden at the corner of
Fo chow Road and the Bund, Shang-
hai, and was moved to the fore-
shore in connection with the rebuilding
of the Hongkong & Shanghai Bank pre-
mises, has apparently succumbed as
a result of the move, showing no
signs of life, whereas others of the
same family in the Settlement are in
full bloom.

LOCAL AND GENERAL.

Search of a junk in Yaomati
Bay last night led to the discovery of
175 tins of prepared and 236 tins of
raw opium concealed in the stern
of the vessel.The total output of the Kailash
Mining Administration's mines for
the week ending June 4, 1921,
amounted to 93,432 tons and the
sales during the period, to 83,151
tons.Through the mediation of
Gov. Chen Ching-ming, the various
labour strikes in Canton seem to have
been settled and the workers in the
different trades have practically all
returned to their work.Detected attempting to walk out
of Sincere's yesterday with a roll of
cloth concealed under his long coat,
a Chinese was this morning sentenced
by Magistrate Lindsell to four weeks'
hard labour. The roll of cloth was
taken from the second floor.Finding life not worth living at
23 years of age, a Chinese woman
yesterday jumped off the Praya into
the harbour. She was promptly
rescued by the master of a cargo
junk and removed to hospital where
she now lies.Mr. Alexander Reyes, assistant
attorney in the Philippines bureau of
justice, and A. M. Sayot, superin-
tendent of Engineer Island, who were
sent to Hongkong recently by the
insular government in connection
with the case of the steamship,
"Quimbeaux," returned to Manila by
the "Nanking."That street snatchers may expect
little mercy when caught was shown
again at the Magistrate's this morning
when Mr. Lindsell passed the maxi-
mum sentence—twelve months' jail,
twelve strokes of the cat and four
hours' stocks—on a Chinese youth
convicted of having snatched an
earring set with diamonds from a
Chinese woman in Wigglesworth Street
yesterday.The workers of the Sunning
Railway declared a strike a few days
ago on account of the refusal of the
managing director of the line to
concede their demands for an in-
crease in wages and shorter working
hours. It is alleged that he sub-
sequently ill-treated the workers with
the aid of police. It is said that
those who negotiated with the
director on behalf of the workers
were arrested by the police employed
by the railway. Now that a strike
has been declared, the workers are
said to be very firm in their demands.A Russian girl who has been
working as a geisha in Sendai has
trouble there because of an attempt
she is alleged to have made to steal
a secret document from a Japanese
army officer who became intoxicated
at the restaurant where the girl is
employed. According to the *Asahi*
the girl's real name is Anna Tarishna,
but she goes by the geisha name of
Takeko. The Japanese officer in the
case is on the staff of the Saghalien
garrison. The girl tried to take a
document from his handbag while
he was drunk, according to the
Asahi's story, but was seen by a
maid servant in the restaurant, the
Mutsunoon, who told the officer.Chinese-made ladies silk hosiery,
which was selling for \$24.00 per
dozen, is now selling for \$34.00 per
dozen, as a result of the active buy-
ing among foreign buyers for firms
abroad. The difficulty experienced
by the foreign buyers in the purchase
of these silk hosiery, explains the
Canton Times, is that there are no
large factories in China that can
turn out enough goods to
meet the demand in foreign countries
and great inconvenience is encoun-
tered in going to the various small
factories. It is reported that as a
result of the great demand in
foreign countries the different
factories are now contemplating
enlargement of their plant so as to
increase their output.

NEW SHIPPING COMPANY.

A CHINESE VENTURE.

PROPOSED TRANS-PACIFIC SERVICE.

Encouraged by the success of the
China Mail Steamship Company, a
purely Chinese concern, and with the
object of competing for a portion of
the foreign shipping business, a party
of Cantonese, it is reported, will soon
organise a steamship company with
a capital of \$4,000,000 to put a num-
ber of ships on the service between
Hongkong, Honolulu and San
Francisco and to call to New York,
Cuba and Panama. The name of the
proposed company is to be the Chung
Woo Steamship Company, says the
Canton Times.

GOLF.

BOGEY POOL COMPETITION.

Played over Eagle Course, F. Hing
over the weekend, June 18, 19, and
20, the Bogey Pool Competition was
won by Mr. J. D. Mitchell 5 up.

TRAFFIC DANGERS.

CAINE ROAD TRAGEDY.

RECOMMENDATIONS BY CORONER'S
JURY.Recommendations which aim at
minimising the traffic dangers of
Caine Road were added to the verdict
of "accidental death" recorded by
the Coroner's jury who inquired
yesterday afternoon into the circum-
stances attending the death of the
nine-year old son of Dr. Kwan Sum
Yin, of Caine Road. The deceased
was knocked down outside his father's
residence by a passing motor car on
June 13 and was killed instantly.The Coroner (Mr. G. N. Orme)
presided at the inquest and the jury
consisted of Messrs. C. G. Anderson,
J. McCubbin and Ng King Tain.
Mr. E. C. Hudson, who had been
warned for service failed to answer
his name and was fined \$5.Dr. H. H. Scott, medical officer in
charge of Victoria Mortuary, said he
made a post-mortem examination of
the body. The cause of the death
was comminuted fracture of the skull
—the head was crushed. The only
other injury was an abrasion on the
left shoulder.So Wai, a school-boy, said that at
8.45 a.m. on June 13, as he was
going to school, a motor car, coming
from the west, overtook him. After
it had passed, he saw a boy jump out
of the doorway of Dr. Kwan's house
(which abuts on Caine Road). He
made two "leaps" on the roadway
and the car knocked him down.The Coroner: Was the car going
at an ordinary speed, or fast, or slow?
The boy: At an ordinary pace.
The boy also said that the car
swerved to the right at the time of
the accident. He heard no horn
sounded, either at the time of the
accident or just before it.Mr. D. M. Biggar, manager of the
Asia Banking Corporation, gave the
time of the accident as 9.15 or 9.20
a.m. on June 13. He was in the car,
which was driven by a Chinese
chauffeur who has been with him
seven weeks. The car was on a
down grade when "this young lad
jumped out of a blind doorway on
the right, without touching
any of the steps." The car
was being driven very cautiously,
—not more than 12 miles
an hour. Mr. Biggar added that he
continually impressed on his driver
the importance of special care in
passing through that district. He
was in the back seat of the car, on
the right side, and had a complete
view of what happened. The car
was a little to the left of the middle
of the road. The boy started to run
directly he jumped out of the door-
way. The chauffeur saw the danger,
blew his horn and jammed on the
emergency brake. The car stopped in
a distance of not more than five
feet; it slid along, of course, after
the brakes were on. The boy was
pretty close to the middle of the road
before the chauffeur could get his
brakes on. The road was narrow
there.In reply to Mr. Lo, Mr. Biggar ex-
pressed the opinion that a car could
be stopped in 5 or 6 feet on that
gradient, if not travelling more than
12 m.p.h. He agreed that a lamp
standard in the roadway, west of this
point, caused drivers to pull out to
the right but in his experience they
came in to the left again immediately.
The road shelved towards the harbour
opposite Dr. Kwan's house, but he
thought a car would be free from
danger of skidding if it kept three
feet from the edge. He was sure of
the accuracy of his version of the
facts. "I was watching; I always
watch in this district," said Mr.
Biggar.Inspector H. G. Garrod, traffic in-
spector, said he made an examination
on the spot after the accident. The
width of the road opposite Dr. Kwan's
house was 23 feet. The marks made
by the wheels in skidding were quite
distinct; they extended from five feet
west of Dr. Kwan's house and con-
tinued nearly in a straight line for 32
feet and then for 3 feet further, slant-
ing to the left. The car was travel-
ling about the centre of the road.
The road was somewhat steeply graded
downwards towards the east at this
point. "Caine Road," remarked
the Inspector, "is a peculiarly shaped
road, very badly graded. It is a great
neighbourhood for schools, from the
Italian Convent to the Diocesan Boys'
School. There are practically no
footpaths in Caine Road, except on
the newly-widened portion."The Coroner: This portion of the
road has not been widened since the
introduction of motor traffic.
Asked as to police arrangements
in this district, Inspector Garrod said
that patrol sergeants had directions
to visit these roads during school
hours.The Coroner: Have you any idea
as to the traffic there in cars?
Inspector Garrod: I have not
taken a census, but you can safely
say that nearly all the cars in the Colony
use that road when bound west or
south or coming from those direc-
tions.The Coroner: Some relief will be
given when the new road is made.
The Inspector: They are going to
regrade this road and widen it. So
far as I know, it is in hand and has
been for some time.The Coroner: In the meantime the
regulation for this road is what?
The Inspector: Ten miles an
hour. There are warning signs fromGovernment House to the University
and "school" signals at intervals.The Coroner suggested that the
ten mile limit was not very closely
observed, and the Inspector said there
had been many prosecutions, but
these were for exceeding 20 m.p.h.
But if the car, in this case, had been
going at 10 m.p.h. the same thing
would have happened. If, as the
witnesses said, the boy jumped out
from the doorway with the car only
8 feet away.In reply to Mr. Lo, the Inspector
agreed that some of the gradients
in the road were dangerous to motor
traffic; that it would be a good thing
if they were altered; and if the lamp
standard referred to were removed;
he believed that had been already
decided upon.As to the gradient near Dr. Kwan's
house, the Inspector said: "If you
were going 12 m.p.h. and touched
your brakes and locked your wheels,
I don't know where you would go to.
Sudden application of the brakes
there, would cause a skid."Mr. Lo: You don't put a "school"
warning outside Chinese schools?
The Inspector: Chinese schools
move about so much.Do you think it advisable that, all
along the road, at hours when
children are going to and leaving
school, the maximum speed of 10
m.p.h. should be rigorously enforced
and special policemen be put on
duty?—We try to enforce the speed
limit.Mr. Lo remarked that he did not
know of the 10 mile speed limit there.
"You see no difficulty in having a
policeman there everyday during
these hours?" he asked.The Inspector said it would be
difficult to watch nine schools.The Coroner: Do you suggest that
the police should restrain the
motorists or the children, Mr. Lo?Mr. Lo: I think the motorists
should be controlled. A lot of
money has been spent on making
roads safe for motorists but I am
not sure that an equal amount of
time or money has been spent to
make the roads safe for pedestrians
or children.Inspector Garrod said 24,000 not-
ices warning people what to do in
the street had been issued.Mr. Lo: Have there been pre-
vious accidents in Caine Road?The Inspector: In two years three
boys of the same age as this one
have been killed, and there have
been many small accidents as well.The Coroner suggested a double
patrol of the road, and the Inspector
remarked that the children walked in
bunches, continually recrossing the
road. It was very difficult for moto-
rists, even at 10 m.p.h., to struggle
through. Garages had been re-
peatedly warned and a reference to
the subject, appeared on all drivers'
licences.Mr. Lo: Is it a fact that the speed
limit of 10 m.p.h. is a dead letter?
Do not motorists often go at greater
speeds?Inspector Garrod: Yes, they do.
We do our best to stop them.It was mentioned that the chauff-
eur of Mr. Biggar's car was not
present to give evidence. He
had had a collapse and a break-
down and could not be found on the
previous day.Mr. Biggar said the chauffeur told
him he "dreamt at night" about the
accident and felt he would have to
go back to the country. He was
shaking like a leaf, when Mr.
Biggar last saw him and had forgot-
ten all his English, though he usually
spoke it very well.Mr. Lo said he did not press for
the man's attendance. Addressing
the jury, Mr. Lo said Dr. Kwan had
one object in view, for the sake of
the memory of his son, he felt he
must do his best to promote such
strong representations to the Govern-
ment that such accidents would not
recur. Mr. Lo urged that traffic con-
trol should be exercised by the police
at certain hours, that the gradients
of the road should be improved, that
lamp standards in the roadway should
be removed and these improvements
should not be postponed on mere
grounds of inconvenience and
expense.The jury returned a verdict of
"accidental death, for which no one
is to be blamed." They added a
recommendation that the gradients
of Caine Road should be attended to
without delay; that the electric
standard should be removed; and
that greater police supervision be
exercised in checking the speed of
motor cars from Gleaney to the
Diocesan Boys' School, during the
beginning and end of school sessions.[The scene of the accident, west of
the Italian Convent, is one of the re-
maining dangerous places in Caine
Road, other parts where there were
dangerous corners, etc., having been
dealt with by the P. W. D. The
Chinese school referred to is a
Methodist school.]Four Chinese cases of plague
(two fatal) and one case of diphtheria,
British, were reported during the
48 hours ended yesterday. Last
week twelve Chinese died from
plague, three from small pox, two
from influenza, and one from
paratyphoid fever. Five cases of
cerebro-spinal fever, Chinese; two
of paratyphoid fever, one Indian and
the other Chinese; three cases of
plague, Chinese; and seven cases of
enteric fever, one Japanese, two
Indian (one imported), and the re-
mainder Chinese, were also reported

COMPANY MEETING.

EWO COTTON MILLS, LTD.

The statutory meeting of share-
holders of the above Company was
held at the offices of the general
managers (Jardine, Matheson & Co.,
Ltd.), Shanghai, on June 14th, to
comply with the Companies' Ordina-
ances of Hongkong. Mr. A. Brooke-
Smith presided, supported by Messrs.
C. Gordon Mackie, H. Martin Little,
W. Wakeford Cox, C. M. G. Burnie,
Choi Lai-fong, Pao Ching-pao, Zee
Kuan-yuen and Woo Ling-shan, mem-
bers of the Consulting Committee, and
Mr. R. J. McNicol. Other share-
holders present were Messrs. B. A.
Clark, Jas. Harrop, H. J. Clark, J.
Spunt, J. J. Dunne, F. J. Burrett,
W. G. Pirie, E. Hayman and M. H.
Logan.The Chairman said:—Gentlemen,
this meeting of shareholders is a
formal one and has been called in
order to comply with the Companies'
Ordinances of Hongkong under which
the Company is registered.A Statutory Report, which has
been in your hands for some days,
affords you all the necessary infor-
mation regarding the shares issued,
the assets acquired and liabilities
taken over from the Ewo Cotton
Spinning and Weaving Co. Ltd., the
Yangtszeppu Cotton Mill, Ltd., and
We Kung Yik Cotton Spinning and
Weaving Co. Ltd., also the assets
realized and liabilities discharged be-
tween the date of incorporation of
the Company and April 30th, 1921.
A list of shareholders as on the 14th
inst is on the table and is open to
your inspection.It will be remembered that the
profits of the three old Companies
from January 1st to the time of the
inauguration of the new Company
were to be donated to the latter.
This was duly effected and taking
them into account, I am pleased to
be in a position to report that the
estimated result of our business to
April 30th is very encouraging, while
prospects for the near future are
distinctly good.For the information of shareholders
I think it desirable to state that the
accumulated reserves of the old
Companies were duly transferred to
us and on April 30th stood as follows:

Reserve fund	1,073,131.20
Equalization of dividend	
fund	1,375,000.00
Cotton fluctuation re-	
serve fund	450,000.00
Special repairs and re-	
newals fund	213,683.55
Total Tls.	3,711,214.75

which, when compared with our
issued capital of Tls. 4,000,000, con-
sisting of Tls. 4,000,000 ordinary and
Tls. 900,000 preference shares, must
be considered very gratifying.As I have already stated, this is only
a formal meeting, but if shareholders
have any questions to ask I shall be
glad to answer them.There were no questions, and on
the proposition of the Chairman,
seconded by Mr. C. G. Mackie, the
statutory report was adopted.This concluded the business of the
meeting.

WHY

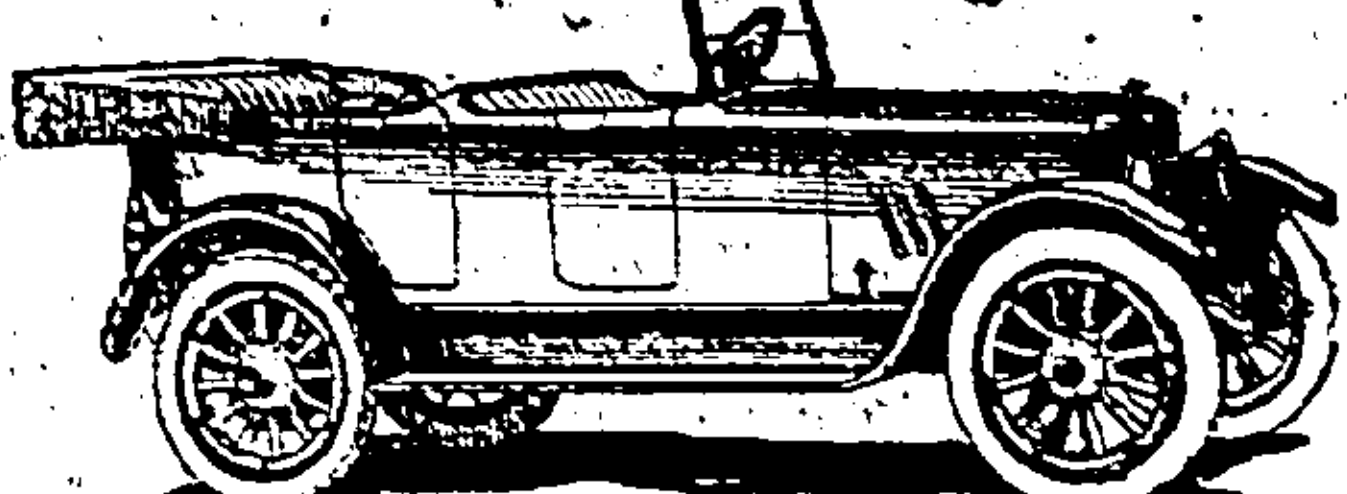
IS MAY SO NAMED?

While the name of the fifth month
of the year is generally supposed to
have been derived from the name of
the goddess Maia, mother of Hermes
or Mercury, this assumption is based
solely upon the similarity of the two
words, and it is much more likely
that the name "May" is the Anglo-
Saxon form of Majores or Maiore,
the title given to this part of the
year in honour of the Roman Senate,
just as June was named in honour of
Juno, the lower branch of the
Roman legislature.When it is remembered that for
time immemorial, June has been con-
sidered the month of brides and
happy marriages, it is interesting to
consider the widespread belief that
marriages in May are sure to turn
out badly—a belief which is phrased
in the old English proverb:

Marry in May
And rue the day.
In Scotland, the same meaning is
expressed in a slightly different
manner, in the couplet:
Marry in May
Rue for aye.
And additional emphasis is lent to
the idea by a further Scottish saying:
From marriages in May
All bairns (children) die, and decay.
Even Sir Walter Scott was not free
from this belief, for it is recorded
that he hurried away from London
in order that his daughter's wedding
might be solemnized before midnight
on the final day of April.

STOMACH AND LIVER
TROUBLES.NO end of misery and actual suffering
is caused by disorders of the
stomach and liver, and may be avoided
by the use of Chamberlain's Tablets.
Give them a trial. For sale by all
Chemists and Dispensaries.

MERCURY MOTOR CAR CO.
 55-51 Des Voeux Road Central.
 HONGKONG.



AMENITIES OF THE ROAD.

POLICE CAR SUMMONED.

AUCTIONEER'S COMPLAINT.

ALL THE WAY TO REPULSE BAY IN ANOTHER CAR'S EXHAUST.

Lively proceedings lasting nearly two hours were heard in Magistrate Lindsett's Court to-day when Mr. H. A. Lammett, the well-known auctioneer, summoned the Indian driver of police car No. 11 for having obstructed the road to Repulse Bay Hotel on Saturday night, June 11.

Mr. T. H. King, Deputy Superintendent of Police, informed the Magistrate that he accepted full responsibility and wished that the summons might be regarded as against himself. He denied that an obstruction was caused and asked to be allowed to remain in Court in order to cross-examine the witness.

Mr. Lammett asked if it was in order that Mr. King should remain if he was a witness for the defence. "I issued the summons against the driver," said Mr. Lammett.

The Magistrate: Surely you would not imply that Mr. King would be influenced by any evidence that he might hear.

Mr. Lammett: Certainly not; I only wanted to know what was the correct time.

The Magistrate: I should not dream of asking either you or Mr. King to remain outside in a case of this sort.

Giving evidence, Mr. Lammett said that on the way to Repulse Bay he overtook two or three cars but could not pass the foremost one which was police car No. 11. He signalled to the driver who took no notice but stuck to the middle of the road and refused to let him pass. At some parts of the journey the car was so far to the right of the road that he could have passed on the left, which of course he would not do. Near Repulse Bay on his second speed he found himself nearly on top of car No. 11 and was all but forced into first gear. "That is all, your Worship," said Mr. Lammett. "I only want to know what Mr. King's idea is."

In reply to the Magistrate, Mr. Lammett said: "Oh, I forgot to tell you the speed I was travelling at. I consider it was under 15 miles an hour." He explained that the light was not working over the speedometer, but his driver could see it and told him it was about 13 miles an hour.

Opening his cross-examination, Mr. King told Mr. Lammett that he was sitting with his watch and his speedometer in a good light and would give evidence later as to speed.

Mr. Lammett said that the cars he passed were travelling at less than 15 miles an hour.

Mr. King: There is nothing personal in this matter?

Mr. Lammett: Oh! no, Mr. King. I think very highly of you at most times.

Did you notice the car going to the left near the golf course just over the bridge? Could you have passed there?—That is a control. It might have been a trap.

Mr. Lammett said that he denied he ever had an opportunity to pass. He considered a reasonable time to drive from the University to the Repulse Bay Hotel was half an hour or twenty-five minutes. He said that when he got to the hotel there was a string of cars behind him which had all been held up by the police car.

Mr. King: Did you count the cars?

Mr. Lammett: I did not.

Mr. King: Did you notice the time by the hotel clock?

Mr. Lammett: I did not.

Mr. King: You did not count the cars and you could not see your speedometer, you had to get into second gear at Deepwater Bay Hill and you think on that you are entitled to bring this charge?

After calling his own driver to verify that his speed was 13 miles an hour, Mr. Lammett called the drivers of other cars behind him who said that their speeds were from 12 to 13 miles an hour. One said: "I intended to go faster but I could not because No. 11 was ahead and it was very hard to pass."

A further question by the Magistrate elicited the remark: "I dared not pass the police car."

Mr. Lammett: The chauffeurs tell me that the police car very seldom allows them to pass.

The Magistrate: That depends on speed.

Mr. Lammett: I agree. I don't go at an excessive speed. My life is as precious as anyone else's.

Mr. King then gave evidence. He said he left the University at 7.50

"QUICKLY AND QUIETLY."

SHAM SHUI PO ROBBERY.

CRIMINAL COURT SEQUEL.

Robbery at Sham Shui Po was alleged against a Chinese named Chan Yee who figured in the dock at the Criminal Sessions this morning before the Paine Judge (Mr. J. R. Wood).

Messrs. N. A. Harper, A. F. da Silva, D. G. Smith, A. J. Barclay, C. Onslow and E. M. Wilson.

Mr. A. Dyer Ball prosecuted. The accused was undefended and pleaded not guilty.

The Crown case was that on the evening of May 1, Ngau Tsai was having his evening meal with his wife and *fohis* in his shop at Sham Shui Po when the party was disturbed by the entry of six men, one of whom was the prisoner, Chan Yee, who was carrying a gun and two of his companions were similarly armed.

A sum of about \$50 was extracted from a drawer in the shop counter by one of the intruders and an unsuccessful attempt was made to open a safe which contained some hundred dollars. Bangles and a finger ring were snatched from Ngau Tsai's wife. Everything took place very quickly and quietly, the robbers threatening to shoot anyone who made a noise.

After the men had gone away a *fohi* who had recognised the prisoner took the police to the latter's residence at Cheun Sha Wan and later Chan Yee was arrested there.

The case is proceeding.

Kowloon residents will be interested and gratified to learn from an advertisement (appearing in this issue) that Kowloon and New Kowloon have been divided into five districts to "enable the public to obtain public jirikshas in an emergency or when such are not available on the public jiriksha stands." The advertisement gives particulars of places where telephones are installed and adds: "The public are strongly advised to impress on their employees the telephone number of the jiriksha depot nearest to their own premises so that no time may be lost in getting jirikshas. Should there be no jiriksha available in any particular jiriksha Depot the foreman of such depot has instruction to pass the message on to the next depot and ensure that a riksha is sent."

and stopped at Repulse Bay at 8.22, making 32 minutes for that journey. There were times when he went 15 miles an hour but for much of the journey they were going 18 to 20 miles an hour. In Deepwater Bay straight they were going 15 to 17 miles an hour.

Mr. Lammett: In a police control, your Worship?

Mr. King: Yes, in a police control, Mr. Lammett. I quite agree.

In further evidence Mr. King said that he heard a horn being sounded continually behind him.

Mr. Lammett: I was not continually sounding my horn. Remember I am on my oath, Mr. King, and so are you.

The Magistrate: Please don't get excited, Mr. Lammett, and please don't interrupt. You have no right to do that.

Mr. Lammett: I am sorry, your Worship.

Mr. King: I will withdraw "continually" and say "five or six times."

After a discussion as to the proper way to drive down a hill with the least expenditure of petrol, Mr. Lammett said he did not dispute Mr. King's word but he thought his speedometer must be out of order. There was also a lively passage when Mr. Lammett spoke of his annoyance at travelling all the way to Repulse Bay "in Mr. King's exhaust," adding: "I might have been tempted to pass you in the police control, and then wouldn't you have been pleased."

Mr. King said no signal was made to invite Mr. Lammett to come on at that point, but Mr. Lammett said that the leading car in bearing in to the left gave an invitation to pass, as understood by the courtesies of the road.

Mr. King's driver then gave evidence. He said that he signalled once to the car behind to come on.

Mr. Lammett said that was untrue, and Mr. King agreed that he did not see the signal given.

The Magistrate said that the one material point was speed, and it was then agreed that the case should be adjourned until Saturday in order that the speedometer could be tested.

YAU MATT TRAGEDY.

CHARGE OF MURDER.

CROWN CASE HEARD.

ATTORNEY GENERAL'S ADDRESS.

The circumstances surrounding a Yau Matt tragedy were investigated at the Criminal Sessions to-day when a Chinese named Chan Sik Ling was presented for trial on a charge of having on April 11, murdered a woman named Choi Ng. The hearing took place before Mr. Justice Gompertz and a jury composed as follows: Messrs. R. B. Bristow (foreman), H. M. Xavier, C. T. Antonio, R. M. Xavier, W. K. Tsui, R. Taylor and W. Yukim.

The Attorney-General (Hon. Mr. J. H. Kemp) conducted the Crown case and Mr. H. E. Pollock K.C. defended the prisoner who denied the charge.

Briefly sketching the case for the prosecution, the Attorney General told the jury that at about 4 p.m. on May 11 a man who was resting in a shop in Reclamation Street, Yau Matt, heard a noise and went outside to see what was happening. He saw a man holding a woman and striking her. The woman's assailant ran away and the woman got up and ran after him. Both the woman and the prisoner were seen by other witnesses to enter an engineering shop in the street. The woman who was bleeding from the face collapsed as soon as she got inside the shop and as she fell a knife, was seen sticking through her trousers. It was a curious sort of knife, the Attorney General said, triangular in shape and more like a spear head than a dagger. The man was lost sight of for the time being and it was thought that he had run out by a back door.

That evening, however, the Attorney General proceeded, a man who lived in the shop went to a cubicle to get some clothes and found the prisoner lying in the bed. The District Watchman, who was informed of the matter, came to the shop and pulling up the boards found Chan Sik Ling hiding there. On examination it was found that his trousers were stained with blood.

When taken to the police station the man asked for his clothes to be brought to him. This was done and when they were searched a similar dagger to the one seen sticking into the woman was found. Other evidence would show that the prisoner formerly lived with the woman as husband and wife. Apparently they had quarrels and she complained about his conduct. Eventually they separated at about the end of last March and soon afterwards she went to live with another man. She was living as that man's wife on the day of her death. The wounds appeared as though they had been inflicted for the purpose of causing mutilation rather than of killing her. When charged with the murder the prisoner said: "I admit the charge."

Describing the injuries inflicted on the woman, Dr. Smalley, medical officer in charge of the Kowloon Hospital said that there were six wounds all triangular in shape, five on the body and one on the jaw.

Evidence in regard to the bloodstains found on the man's trousers was given by the Government bacteriologist Dr. Scott.

In reply to questions by Mr. Pollock Dr. Scott said he could not say whether the knife had ever had any blood on it. All he could say was that there was none on it when it was brought to him.

ATTORNEY-GENERAL'S COMPLAINT.

INTERFERENCE WITH WITNESSES SUGGESTED.

During the hearing of evidence in support of the Crown case the Attorney-General told His Honour that he thought it advisable to mention that a man had been discovered speaking to the Crown witnesses. When remonstrated with the man had replied that he "did not care" but perhaps His Honour would give some direction about the matter.

His Honour: Are the witnesses for the Crown not kept in a separate room?

The Attorney General: No. At present they have to be kept in the passage. I think it is a very unfortunate arrangement.

His Honour agreed that it was an unfortunate position and asked that the individual concerned should be brought before him. Questioned as to his identity the man then explained that he was the prisoner's cousin. He denied that he had spoken to any Crown witness and His Honour directed that the witness said to have been approached should be brought in. The witness when interrogated said that he had only been asked by the prisoner's cousin "How it was that he had gone in and come out again so quickly?" His Honour warned the offender that if it had been proved that he had molested the witnesses he must have been committed for contempt.

"Tell him," His Honour instructed the interpreter "that he knows very well that he should keep away from the Crown witnesses." "I know that," was the man's rejoinder, "but I was only speaking to my friends." To avoid any further trouble in

CHINESE LANGUAGE.

NEW HONET C ALPHABET.

TEACHING IN CANTON.

It is well known fact that the learning of Chinese is a nightmare not only to foreigners but also to the native Chinese school boys. To memorise 4,000 characters and to distinguish the several meanings of each is too gigantic a task for the people. Hence in order to facilitate the learning of Chinese a new system of phonetic alphabets has been introduced and it is said the words of the same sound can be written identically by the new alphabet and the meaning of each word can be distinguished by its association with other words in the sentence. This will help the students to pronounce most of the hard words no matter how numerous the strokes of each character may be.

The new alphabet, which numbers only 50 in all, can easily be learned in one or two months and their various combinations can reproduce any sound of the Chinese characters. They have been successfully tried in the northern provinces and special schools teaching these alphabets have been established in Canton. The Educational Association in the hope of promoting the use of these alphabets in the schools as a means of helping the students in their studies of Chinese, has petitioned the Government to instruct all the district magistrates to introduce the teaching of these new alphabets in the schools in their respective districts.—Canton Times.

LATEST SHIPPING NEWS.

CLEARANCES.

The s.s. "Peru," Danish, cleared to-day and will sail for Yokohama via Shanghai at 6 a.m. to-morrow.

The s.s. "Torilla," British, cleared to-day and will sail for Kobe via Shanghai at 10 a.m. to-morrow.

The s.s. "Pakwo," J. Webster, 1,147 tons, arrived this morning at 6.20 a.m. from Hoihow with 41 bullocks, 343 pigs and 2,918 packages of general cargo.

ARRIVALS.

The s.s. "Yamisi," Capt. Kennedy, 2,063 tons, arrived this morning at 6.30 a.m. from Saigon with 4,000 tons of rice and flour.

The s.s. "Torilla," Capt. J. S. Reddock, 3,189 tons, arrived this morning at 6.45 a.m. from Singapore with 1,020 tons of general cargo.

The s.s. "Chongching," Capt. T. Croft, 1,256 tons, arrived this morning at 7 a.m. from Wei-Hai-Wei with 2,450 tons of general cargo.

DEPARTURES.

The s.s. "Takase," Capt. Tapsell, sailed for Haiphong via Hoihow at 9 a.m. to-day with 200 tons of general cargo.

The s.s. "Tenyo Maru," Capt. Tokata, sailed for San Francisco via Shanghai at noon to-day with 1,300 tons of general cargo.

The s.s. "Mingsang," Capt. Jowitt, sailed for Bangkok via Swatow at noon to-day with 500 tons of general cargo.

The s.s. "Haiching," Capt. Stewart, sailed for Foochow, Amoy via Swatow at 2 p.m. to-day with 2,000 tons of general cargo.

The s.s. "Shantung," Capt. Monkman, sailed for Shanghai at 4 p.m. to-day with 800 tons of general cargo.

The s.s. "Haidis," Captain Bull, sailed for Bangkok at 5 p.m. to-day with 800 tons of general cargo.

Instructions were given that the man must remain in Court under judicial surveillance during the rest of the hearing.

The case is proceeding.

TO-DAYS ADVERTISEMENTS.

POLICE NOTICE.

HIRE OF PUBLIC VEHICLES.

THE PUBLIC are hereby notified that KOWLOON and NEW KOWLOON will in future be divided into 5 Districts to enable the Public to obtain Public Jirikshas in an emergency or when such are not available on the Public Jiriksha Stands:—

District No. 1.

Tim Sha Tsui Police District. Telephone for this district is installed in Ngan Shing Kwan's Jiriksha Depot at No. 112 Canton Road. Telephone No. K 11.

District No. 2.

Yau Matt Police District. Telephone for this district is installed in Ngan Shing Kwan's Jiriksha Depot at No. 112 Canton Road. Telephone No. K 71.

District No. 3.

Sham Shui Po and Mong Kok Police Districts. Telephone for these districts is installed in Mow Fung's Jiriksha Depot at 38 Portland Street. Telephone No. K 361.

District No. 4.

Hung Hom Police District. Telephone for this district is installed in Chai Yu Ting's Jiriksha Depot at 41 Cook Street. Telephone No. K 527.

District No. 5.

Kowloon City Police District. Telephone for this district is installed in Chai Yu Ting's Jiriksha Depot at No. 41 Cook Street. Telephone No. K 527.

The Public are strongly advised to impress on their employees the Telephone Number of the Jiriksha Depot nearest to their own premises so that no time may be lost in getting jirikshas. Should there be no jiriksha available in any particular jiriksha Depot the foreman of such Depot has instruction to pass the message on to the next Depot and ensure that a riksha is sent.

E. D. C. WOLFE,
 Captain Superintendent of Police.
 Hongkong, June 16, 1921.

HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, June 25th, commencing at 4 p.m.

The Charge for Admission will be \$1 for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform, Half-price.

The Stewards invite the LADIES of Hongkong to be present.

Programmes may be obtained from Messrs. Noronha & Co. on Friday, 24th June, price 20 cents.

Hongkong, June 21, 1921.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

THE Motorship "PERU."

having arrived. Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns or Hoi's Wharf, where delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th of June will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst. at 10 a.m.

All claims must reach us before the 1st July or they will not be recognized. No fire insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE, LTD., Agents.

Hongkong, June 21, 1921.

a world's Message

WE MUST HAVE

LEA AND PERRINS

ORIGINAL

WORCESTERSHIRE

SAUCE & DONT

SEND IMITATIONS

BULMER'S HEREFORD CYDER

PEARMAIN or CHERRY NORMAN

per 1 dozen imperial pints

\$5.00

A delightful drink for Summer.

LANE, CRAWFORD & CO.

COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC.

ANDERSON'S
 (THE COLUMBIA SHOP)



The Sliding Action of Shirley President Braces Moves With the Ease of a Canoe

It is the sliding, gliding adjustability in every part of SHIRLEY PRESIDENT BRACES that forms that even balance.

SHIRLEY PRESIDENT BRACES are patterned after the human anatomy. Wherever there is a demand for the muscles for action in one regard, another set of muscles of the human body gives or takes up the slack, and SHIRLEY PRESIDENT BRACES act in unison in all muscular requirements.

SOLD BY GOOD DEALERS EVERYWHERE

Look for the name on the buckle and the printed guarantee label: "SHIRLEY PRESIDENT"

Shirley, Massachusetts, U. S. A.
 Established in 1870

Vickers' LONDON Gin

The Perfection of over a Century's Experience in Gin Distilling

"BOTH BRANDS ARE BENEFICIAL!"

FINEST LONDON OLD TOM
 FINEST LONDON UNSWEETENED

Price per Case 1 doz. qts. Duty Paid \$23.00

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

1 QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. No. 125.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. C. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING.
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.
Via SINGAPORE, PENANG AND COLOMBO.

FOR SHANGHAI.

S.S. "CILICIA" Sailing end of July.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Suez and Port Said.
SATAM MARU Saturday, 25th June.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Bahia & Cape Town via Singapore. Passenger Service.
TACOMA MARU Friday, 10th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
KA-ADO MARU Wednesday, 28th June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly Service.
EUSHO MARU Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Canton—Regular fortnightly passenger service taking at intermediate ports in Japan, taking cargo to OVERLAND PORTS via connection with Chicago Milwaukee & St. Paul Railway.

ARABIA MARU Saturday, 25th July.
ARIZONA MARU Wednesday, 20th July.

NEW YORK via PANAMA.
HAGUE MARU Thursday, 22nd June.

NEW ORLEANS via SUEZ.
JAPAN PORTS—Shanghai, Yokohama and Kobe.
HIMALAYA MARU Sunday, 26th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

RAJO MARU Sunday, 26th June.
SOSUO MARU Thursday, 23rd June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"DEUCALION" Via Suez Canal 2nd July.

"CITY OF NEW YORK" Via Suez Canal 14th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REIS & CO., LASTON.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 30th June.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2477. 112, Consulate Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SWATOW AND SINGAPORE. CHINA NAVIGATION CO., LTD. Sailing June 22, at 10 a.m.
AMOY AND SHANGHAI. Sailing June 23, at 10 a.m.
WEI HAI WEI, CHEE FOO & TIENTSIN. Sailing June 24, at 4 p.m.
SHANGHAI AND TIENTSIN. Sailing June 24, at 4 p.m.
SWATOW AND BANGKOK. Sailing June 25, at 10 a.m.
SHANGHAI AND PEKOW. Sailing June 25, at 10 a.m.
SHANGHAI. Sailing June 30, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodations, including Electric Fans in cabins and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

SINGAPORE LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "SILVER STATE" Leave Hongkong, Arrive Seattle
S.S. "KEYSTONE STATE" Aug. 10th Sept. 2nd.
S.S. "WINNATCHEE" Sept. 2nd Oct. 22nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "COAXET" July 22nd.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"SUBUGA" June 22nd.
"BELLFLOWER" July 15th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

THE ADMIRAL LINE. PACIFIC STEAMSHIP CO. REGULAR SERVICE TO SAIGON-SINGAPORE-BATAVIA and other JAVA PORTS.

PASSENGERS & FREIGHT FOR SINGAPORE DIRECT.

GLYMONT sailing June 20th.
CADAFETTA sailing July 5th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

LAKE FARRAR sailing June 20th.
LAKE ONAWA sailing Aug. 3rd.
OPERATED FOR ACCOUNT OF U.S. BOARD.

—OFFICES—

5th Floor, Hotel Mansions. Passenger Office. QUEEN'S BUILDING, 1 ICE HOUSE ST.

NANYO YUSEN KAISHA (The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.
S.S. "CHERIBON MARU" Sailing on or about 4th July.

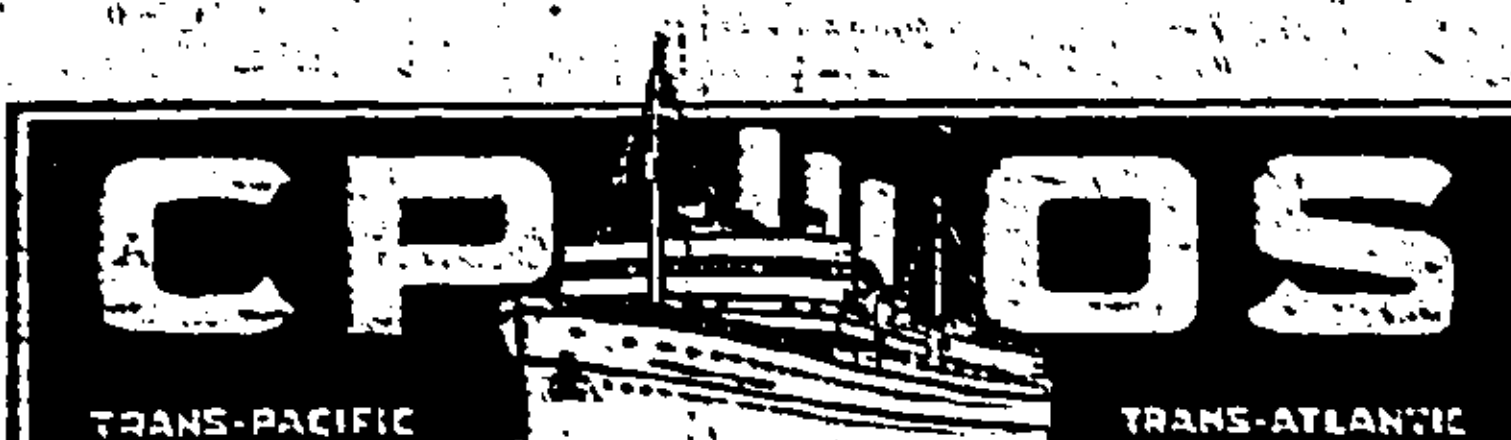
FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.
S.S. "MACASSAR MARU" Sailing on or about 29th June.
S.S. "SAMARANG MARU" Sailing on or about 17th July.
All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.
For further information please apply to—

K. SUZUKI,

No. 1, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Mojji) K. YOKOHAMA, VANCOUVER & MONTREAL.

FROM HONGKONG TO ENGLAND.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

June 24—P. & O. Delta.
July 4—R. F. Mentor.
July 11—R. F. Tientsin.
July 18—P. & O. Elwan.
July 25—R. F. Ruyter.
Aug. 1—R. F. City of Norwich.
Aug. 8—R. F. Hale.
Aug. 15—R. F. Aramoon.
Aug. 22—R. F. Ruyter.
Aug. 29—R. F. Aramoon.
Sept. 5—R. F. Ruyter.
Sept. 12—R. F. Aramoon.

FROM JAPAN.

June 22—N. Y. K. Tango Maru.
June 29—B. I. Taka.
July 6—N. Y. K. Shikoku Maru.
July 13—N. Y. K. Ruyter.
July 20—E. & A. Eastern.
July 27—R. F. Tientsin.
Aug. 3—R. F. Tientsin.
Aug. 10—R. F. Tientsin.
Aug. 17—R. F. Tientsin.
Aug. 24—R. F. Tientsin.
Sept. 1—P. & O. Kishin.
Sept. 8—R. F. Kishin.
Sept. 15—R. F. Kishin.
Sept. 22—R. F. Kishin.
Sept. 29—R. F. Kishin.
Oct. 6—R. F. Kishin.
Oct. 13—R. F. Kishin.
Oct. 20—R. F. Kishin.
Oct. 27—R. F. Kishin.
Nov. 3—R. F. Kishin.
Nov. 10—R. F. Kishin.

FROM MANILA.

July 25—R. F. Tientsin.
Aug. 1—R. F. Tientsin.
Aug. 8—R. F. Tientsin.
Aug. 15—R. F. Tientsin.
Aug. 22—R. F. Tientsin.
Aug. 29—R. F. Tientsin.

FROM CALCUTTA.

June 22—N. Y. K. Yobashi Maru.

FROM BOMBAY.

June 22—P. & O. Lahore.
June 29—P. & O. Diwana.

FROM SYDNEY AND MELBOURNE.

July 4—E. & A. Kishin.

FROM VANCOUVER.

July 14—R. F. Tientsin.
Aug. 1—R. F. Tientsin.
Aug. 8—R. F. Tientsin.
Aug. 15—R. F. Tientsin.
Aug. 22—R. F. Tientsin.
Aug. 29—R. F. Tientsin.

FROM SEATTLE.

July 30—A. L. Keystone State.

FROM SAN FRANCISCO.

June 22—C. M. Nile.
July 1—T. K. K. Shinyo Maru.

FROM LONDON.

June 14—N. Y. K. Kishin.
June 21—G. L. Glenavoy.
June 28—P. & O. Syria.
July 5—G. L. Glenavoy.
July 12—P. & O. Syria.
July 19—G. L. Glenavoy.
July 26—P. & O. Syria.
Aug. 2—G. L. Glenavoy.
Aug. 9—P. & O. Syria.
Aug. 16—P. & O. Syria.
Aug. 23—P. & O. Syria.
Aug. 30—P. & O. Syria.
Sept. 6

Agents - DODWELL & CO., LTD.

TO-DAY'S CABLES.

(Radio's Service to the China Mail)

LAWN TENNIS.

JAPANESE SUCCESS IN WORLD CHAMPIONSHIP.

LONDON, June 20.

At Wimbledon in the first round of the world's lawn-tennis championship singles, Shimidzu beat Hotham, 6-1, 6-0.

ULSTER SENATE.

LORD DUFFERIN SPEAKER.

LONDON, June 20.

Lord Dufferin was elected Speaker of the north Ireland senate.

THE COAL STRIKE.

THE USUAL DISUNITY.

APPEAL BY LEADERS.

LONDON, June 20.

The miners are returning to work in considerable numbers in Nottinghamshire and Derbyshire but reports from other areas do not indicate that the men are resuming. The leaders are urging the men not to break away till the result of the federation's appeal to other unions is known.

BRITAIN AND WEIHAIWEI.

NO INTENTION AT PRESENT TO NEGOTIATE RETURN.

LONDON, June 20.

In the House of Commons, Commander Bellairs suggested that the Government notify China that it is willing to negotiate the return of Weihaiwei. Mr. Cecil Harmsworth, Under Secretary for Foreign Affairs, replied that the Government did not at present propose to take any such action.

ROYAL VISIT TO BELFAST.

EXTRAORDINARY PRECAUTIONS BEING TAKEN.

LONDON, June 20.

Extraordinary precautions are being taken on the occasion of the visit of the King and Queen to Belfast on June 22 to open the North Irish Parliament. Nobody is allowed on roofs along the route of the royal procession. Public houses have been closed. Extensive reinforcements of constabulary and military, including the Irish Guards from Aldershot, are arriving.

CHINA'S PRESTIGE.

PROPOSAL TO ABOLISH FOREIGN POST OFFICES.

REJECTED BY P.O.

LONDON, June 20.

In the House of Commons, Commr. Bellairs urged "in pursuance of our historic mission for the encouragement of China" that the government should raise the status of the British diplomatic representative in China to that of ambassador and negotiate with the five other Powers who have post-offices in China for the withdrawal of these post-offices, in recognition of China as a great power.

Mr. C. Harmsworth replied that it was not proposed to raise the status of the British representative in existing conditions in China nor to negotiate for the withdrawal of the post-offices.

Commr. Bellairs thereupon suggested that the pledge given at the meeting of allied ministers in August 1917 to do their best to see that China enjoyed a higher international status was being violated.

Mr. Harmsworth replied that he could not discuss this matter by question and answer.

COTTON STRIKE.

TERMS ACCEPTED.

TRADE DOES NOT WARRANT BETTER.

LONDON, June 20.

The executive of the operative cotton spinners union have issued a circular in Manchester unanimously recommending the acceptance of the terms arranged last week. They declare that in the present state of trade better terms are impossible.

THE HORROR IN IRELAND.

THREE MORE VICTIMS.

LONDON, June 20.

The bodies of three military officers, recently kidnapped while walking at Fethard, were found near Clonmel to-day. They had been shot.

SHIPPING.

SHIP'S CHARTERS TO PAY \$200,000.

MOMENTOUS JUDGMENT ON THE CONSEQUENCES OF A PROBLEMATICAL SPARK.

One of the most striking instances lately afforded of the great legal consequences which may flow from little things was the judgment delivered by Mr. Justice Sankey in the King's Bench Division involving Messrs. Furness, Withy and Co., Ltd., in £200,000 damages for the occurrence in the hold of a ship which they had chartered of "a spark which could not reasonably have been anticipated."

Arabs in the ship were moving cases of benzene in a hold. As a sling of cases went up, rope or sling knocked a board placed across the forward end of the hatch into the hold. In the hold was petrol vapour, and somehow, the fall of the board set it alight and the ship was lost! That seems to be the whole story, and the judgment is that the charterers must pay the shipowners nearly a quarter of a million for the destruction of their ship. Arbitrators had examined the circumstances, and among their findings was this—"that the causing of the spark could not reasonably have been anticipated from the falling of the board, though some damage to the ship might reasonably have been anticipated; and there was no evidence that the Arabs chosen were known, or were likely, to be negligent."

The case was that of Polemis against Messrs. Furness, Withy and Co., Ltd., and came before Mr. Justice Sankey as a special case from the arbitrators on liability of ship's charterers for negligence of their servants. The ship was the Greek vessel "Thersyvolos."

Counsel were: For Messrs. Furness, Withy and Co., Ltd., who appealed from the findings of the arbitrators, Mr. R. A. Wright, K.C., and Mr. Porter, instructed by Messrs. Downing, Handcock, Middleton and Lewis; and for the owners, Mr. Mackinnon, K.C. and Mr. Dumas, instructed by Messrs. Holman, Fenwick and Wilton.

The ship was chartered for the war, and, at charterer's option, six months' charter, owners to provide the complement of officers and crew, wages and stores and to maintain efficient cargo service, charterers to re-deliver in good condition unless lost. If lost hire was to cease from that date or the date when last spoken. Loss or damage by fire on board was eventually excepted. The charter-party was February 21, 1917, and in June the ship loaded cement and general cargo at Nantes for Casa Blanca and at Lisbon benzene or petrol and iron for Casa Blanca and other ports. The benzene in No. 1 hold suffered from handling or rough weather, so that there was some leakage and it was at Casa Blanca during discharge by Arab workmen and winchmen, supplied from shore by charterers' agents, that it was found necessary to ship some cases of benzene from the lower hold to the 'tween decks, where planks had been placed. One of these planks fell into the hold, with what dire consequences had already been told. The charter-party provided for arbitration in case of disputes, and the owners asked for damages for total loss of the vessel by fire.

Beside the findings quoted above the arbitrators found as a fact that the destruction of the ship was by fire, which arose from a spark igniting petrol in the hold, such spark being caused by the falling board coming in contact with some substance in the hold and that the fall of the board was caused by the negligence of the Arabs. The damage which the arbitrators said the owners were entitled to recover was £196,165.

If the cargo was dangerous, Mr. Wright said the charterers could only be liable if they shipped it without the knowledge of the owners, and, anyway, the damages were too remote for charterers to be held accountable.

Remoteness of damage, Mr. Mackinnon replied, was differently judged in cases of contract and tort. In contract breach the amount was limited to the natural consequences of the breach; in tort, if it was a negligence which might be expected to cause any damage, the person guilty was responsible for the damage, however unexpected.

Again, for the charterers, it was urged that in the charter-party fire was an excepted peril. The owners were bound under a contract to insure and that was provision intended to relieve the charterers from liability from any negligence of theirs. In the excepted clause any fire, however caused, must be included, even if caused by negligence of charterers' servants. Either in contract or tort, damages should be limited to the nature and probable consequences of the fire, and must not be remote.

On the score of remoteness of consequence, Mr. Justice Sankey read the dictum of Chief Justice Pollock in *Greenland v. Chaplin* (1850) 5 Ex. 243, that a person is expected to anticipate and guard against all reasonable consequences, but that it is not by the law of England expected to anticipate and guard against that which no reasonable man would expect to occur. He found the case distinguishable. In the present case, he went on, the respondents, the charterers, were in possession of the ship's vessel. The respondents' servants were engaged in the work of discharging her, and although the finding of the arbitrators is that the causing of the spark which killed the petrol vapour could not reasonably have been anticipated from the falling board, I do not think that it affects the legal position. The respondents were in possession of the claimants' ship; they have been found to be guilty of negligence and it was that negligence which caused the destruction of the vessel. There is a negligent act and consequent damages, which, in the peculiar circumstances renders the respondents liable. It appears to me to be a case of mere damages by negligence of the respondents' servants. The words "unless lost" in clause 5, do not excuse the respondents because they do not refer to the cause of destruction of the vessel by fire caused by the respondents' negligence. Therefore the judge found the charterers liable, and, on counsel's application, granted a stay with a view to appeal.

ANOTHER TRANS-PACIFIC RECORD.

A new record in Trans-Pacific service over the Southern route was established when the new Pacific Mail steamer "Glen State" which left Hongkong on April 25 entered San Francisco by thirteen days, seven hours and forty-eight minutes after leaving Yokohama, exclusive of time spent in Honolulu. Her average speed during the return run was 16.62 knots per hour. The ship's officers stated that the consumption of oil was under that generally required for such speed. The fastest run in proportion to the distance between ports was made from Yokohama to Honolulu, the total time being eight days, nine hours and thirty-seven minutes, with an average speed of 17.7 knots. Her steaming time from Honolulu was four days and twenty-two hours, a record equalled by that of the "Great Northern," which completed the voyage in sixteen hours under the time of the "Golden State."

JAPAN'S IDLE TONNAGE.

A decrease in the tied-up tonnage is shown by the returns of the Japanese Department of Communications based on investigations made in the middle of May. The total number of ships led up is 296, aggregating 251,477 tons gross. These consist of 28 steamers of 200,792 tons gross and 178 sailing ships of 50,678 tons gross.

Classified according to the material of ships, steel vessels number 64, totalling 137,654 tons gross, and wooden ships 332, totalling 113,816 tons gross. Of these vessels, those of not less than 1,000 tons gross each number 50, totalling 142,762 tons gross. In the aggregate, as compared with the figures of a month previous, the May returns show a decrease of 139 in number and 16,35 in gross tonnage. As will be seen from the comparative smallness of the decrease in tonnage, the diminution is largely in regard to small ships which have been released to meet the slight increase in coasting and near-sea shipments. In fact, while the decrease in steel ships is only nine, wooden ships show a decrease of no less than 130.

A UNIQUE TYPE OF VESSEL.

A boat of novel design has been launched at Vancouver, B.C., for the Hudson Bay Company, to be used during this season on the Peace

River from Hudson Hope 300 miles West of Peace River Crossing to Vermilion Chutes, 350 miles north-east of the same central point, present northern terminus of the Edmonton and Dunvegan railway. The boat is 60ft. over all, with a beam of 11ft. and 4ft. depth of hull. A tunnel is built into the body, giving plenty of room for the play of the powerful propeller and for the twin rudders within the lines of the boat. By this means both propeller and rudders are protected, and there are no projections to interfere with the phenomenally light draft for so large a craft of but nine inches, with a maximum of not more than 20 inches when the boat is fully loaded.

When the propeller turns the arched cavity in the bottom of the boat is filled with water, which is hauled astern with the force of a hydraulic ram, imparting a speed to the vessel of 17 miles an hour.

GENERAL NOTES.

To mark the birthplace of Sir Francis Pettit Smith, the inventor of the screw-propeller for ships, in 1803, a tablet has been affixed to the house in High-street, Hythe.

The Blue Funnel steamer "Ulysses" recently left Australia for Liverpool with what is claimed to be a record draught, she was drawing 33 ft. forward and 32 ft. 8 in. aft. Her cargo was principally wheat and wool.

The "Wenatchee" had engine trouble in the Inland Sea and was towed to Kobe by a tug sent from the Mitsui Dockyard at Uno. The "West Lion," of the Struthers & Dixon line, had also been dispatched from Kobe to the "Wenatchee," assistance and stood by until the big ship entered Kobe. Her repairs were expected to take four days.

Work on the Hamburg America liner "Bayern" is being pushed ahead with all possible speed, and it is expected to have the steamer ready for sailing towards the end of June. She is a ship of 12,000 tons dead-weight, and will exclusively carry steerage passengers. She will be the first German steamer to resume the regular service between Germany and New York.

The Maritime Affairs Committee of the New York Board of Trade recommends that the board condemn the practice of pumping oil overboard with bilge by oil vessels entering the port of New York, and that the board communicate with the National Board of Underwriters and offer co-operation to prevent by legislation or otherwise this practice and to remove this serious fire danger from our harbour.

The great shipbuilding and engineering works of Vickers at Barrow, employing 15,000 men, were to close down in mail week unless the coal strike was over and fresh supplies of fuel were forthcoming. The works were then on short time. The iron and steel works were already closed, and if the shipyard ceases operations local industry would be almost at a complete standstill.

Mr. Farrell, President of the United States Steel Corporation, addressing the Foreign Trade Convention at Cleveland (Ohio) declared that the U.S. Government sustained a loss of 300,000,000 dollars through not selling its merchant fleet to foreigners when the armistice was signed. All maritime nations, he said were affected by present over supply of tonnage; he therefore advised the holding of an international conference to stabilise the situation. One of Mr. Farrell's recommendations was the chartering of Government ships to individuals.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp colic or pain in the stomach when Chamberlain's Colic and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

JUST RECEIVED

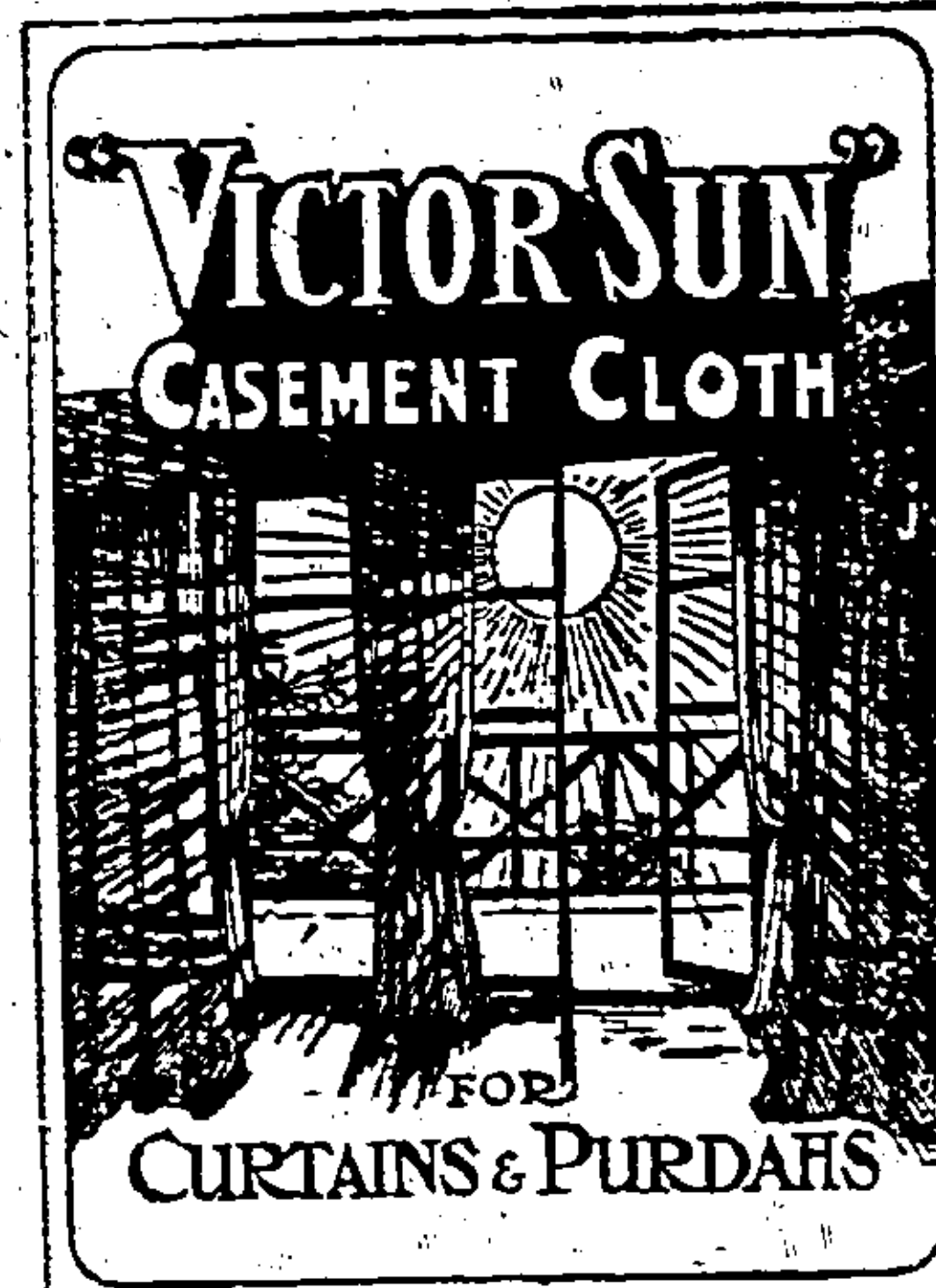
Gruyere Cheese - \$1.30 per lb.

Edam " - \$3.50 " ball

Haddocks - .70 " lb.

Kippers - .60 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

2,750 yards
CASEMENT CLOTH.

PLAIN CASEMENT CLOTH in all colors.

Original prices from \$2.50 to \$2.95 yard.
Re-valuation price - \$1.50 yard.SPECIAL PRICE
FOR
ONE WEEK
\$1.25 yardWHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

SUPERSTITIONS.

STIRRING TO THE RIGHT.

If you want to have your bread or cake come out of the oven light always stir the dough from left to right—that is "clockwise" or "with the sun." Also in freezing ice cream or churning milk with a crank churn, always turn from left to right. If, after turning the crank of a churn for a while with the sun you change and turn it the other way you will undo all the churning you have done; and in making soap if you stir it after a while from right to left, or against the sun, it will turn back into lye. Any housewife of the old school can tell you that.

This superstition is a remnant of sun-worship and the movement from left to right is what is called the "ceremonial circuit." Not only in stirring cake but in dealing cards do we preserve the "ceremonial circuit" though it would seem much more natural to deal the other way. But the "ceremonial circuit" is the path in which the sun-god moves and the direction in which those processions of priests and people, his votaries,

WHAMPAO A PORT.

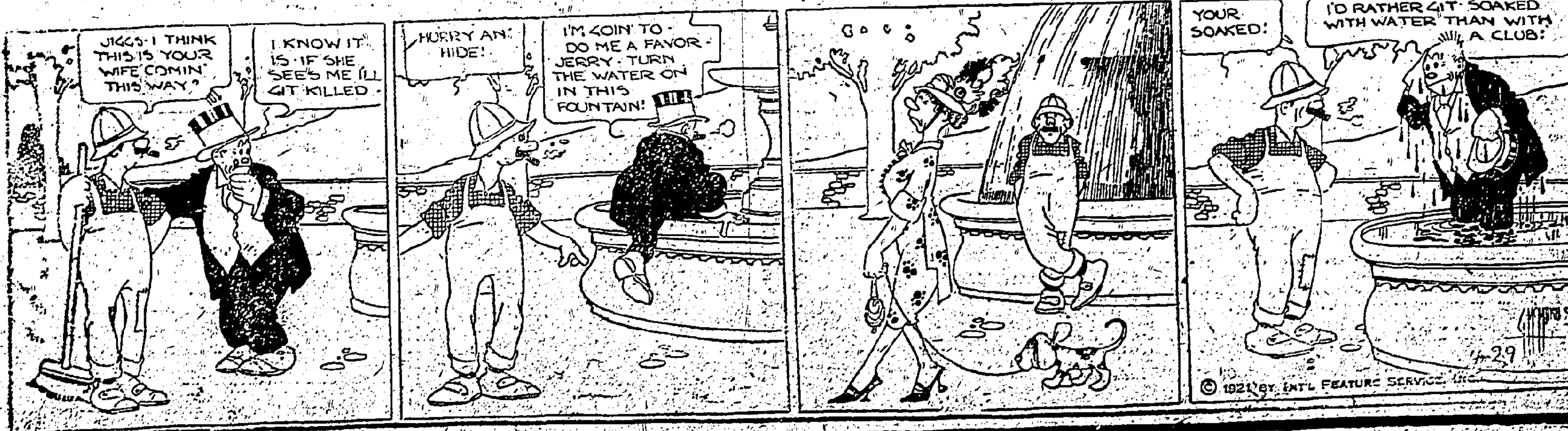
AMBITIOUS CANTON SCHEME.

HONGKONG CAPITALISTS INTERESTED.

A party of Chinese capitalists who recently returned from the Straits Settlements has been negotiating with the Canton authorities for a charter to have Whampao opened as a commercial port. The party is now staying at the Hotel Asia but some of the members of the party will soon leave for Hongkong to consult with the Chinese capitalists in that place inviting their co-operation, says the *Canton Times*. A very extensive scheme is presented to the local authorities embodying the construction of a harbour for the accommodation of ocean vessels.

moved when celebrating his rites, either at Heliopolis or Stonehenge. Stirring from left to right is merely an unconscious, inherited form of invoking the sun-god to see that your cake, or your game of bridge, comes out in a satisfactory manner.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW	
June 22 - C. N.	Chinhuu.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

AMOI	
June 22 - D. L.	Hailong.
23 - D. L.	Hailong.
24 - D. L.	Hailong.
25 - D. L.	Hailong.
26 - D. L.	Hailong.
27 - D. L.	Hailong.
28 - D. L.	Hailong.
29 - D. L.	Hailong.
30 - D. L.	Hailong.

FOOCHOW.

June 24 - D. L.	Hailong.
25 - D. L.	Hailong.

SHANGHAI.

June 21 - R. F.	Liaison.
22 - C. N.	Chinhuu.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

TIENSIN.

June 23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.

WEIHAWEI AND CHEFOO.

June 24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.

TSINGTAO.

June 23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.

PUKOW.

June 23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.

TAKAO.

June 30 - O. S. K.	Sushu Maru.
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KEELUNG.

June 26 - O. S. K.	Rajio Maru.
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HAIPHONG AND HOIHOW.

June 24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.

SAIGON.

June 22 - M. M.	Paul Locat.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

SINGAPORE.

June 22 - R. F.	Liaison.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

BANGKOK.

June 22 - C. N.	Chinhuu.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

PHILIPPINE ISLANDS, ETC.

MANILA.

June 24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

JAYA PORTS, ETC.

June 27 - J. C. L.	Chinhuu.
28 - R. F.	Liaison.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

INDIAN PORTS, ETC.

CALCUTTA.

June 22 - C. N.	Chinhuu.
23 - C. N.	Chinhuu.
24 - C. N.	Chinhuu.
25 - C. N.	Chinhuu.
26 - C. N.	Chinhuu.
27 - C. N.	Chinhuu.
28 - C. N.	Chinhuu.
29 - C. N.	Chinhuu.
30 - C. N.	Chinhuu.

BOMBAY AND COLOMBO.

June 28 - N. Y. K.	Tanaka Maru.
29 - O. S. K.	Rajio Maru.
30 - N. Y. K.	Tanaka Maru.
1 - N. Y. K.	Tanaka Maru.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

June 22 - N. Y. K.	Tanaka Maru.
23 - N. Y. K.	Tanaka Maru.
24 - N. Y. K.	Tanaka Maru.
25 - N. Y. K.	Tanaka Maru.
26 - N. Y. K.	Tanaka Maru.
27 - N. Y. K.	Tanaka Maru.
28 - N. Y. K.	Tanaka Maru.
29 - N. Y. K.	Tanaka Maru.
30 - N. Y. K.	Tanaka Maru.

JAPAN PORTS.

June 22 - J. C. L.	Chinhuu.
23 - J. C. L.	Chinhuu.
24 - J. C. L.	Chinhuu.
25 - J. C. L.	Chinhuu.
26 - J. C. L.	Chinhuu.
27 - J. C. L.	Chinhuu.
28 - J. C. L.	Chinhuu.
29 - J. C. L.	Chinhuu.
30 - J. C. L.	Chinhuu.

Aug. 2 - P. & O.	Khyber.
11 - R. F.	Kingchow.
15 - R. F.	Kingchow.
16 - P. & O.	Somali.
21 - R. F.	Shanghai.
22 - P. & O.	Somali.
23 - P. & O.	Somali.
24 - P. & O.	Somali.
25 - P. & O.	Somali.
26 - P. & O.	Somali.
27 - P. & O.	Somali.
28 - P. & O.	Somali.
29 - P. & O.	Somali.
30 - P. & O.	Somali.

AMERICAN PORTS.

VANCOUVER.

June 23 - C. P. O. S.	Empress of Russia.
24 - C. P. O. S.	Empress of Russia.
25 - C. P. O. S.	Empress of Russia.
26 - C. P. O. S.	Empress of Russia.
27 - C. P. O. S.	Empress of Russia.
28 - C. P. O. S.	Empress of Russia.
29 - C. P. O. S.	Empress of Russia.
30 - C. P. O. S.	Empress of Russia.

SEATTLE.

June 23 - S. & D.	West Coast.
24 - S. & D.	West Coast.
25 - S. & D.	West Coast.
26 - S. & D.	West Coast.
27 - S. & D.	West Coast.
28 - S. & D.	West Coast.
29 - S. & D.	West Coast.
30 - S. & D.	West Coast.

SAN FRANCISCO.

June 23 - S. & D.	West Coast.
24 - S. & D.	West Coast.
25 - S. & D.	West Coast.
26 - S. & D.	West Coast.
27 - S. & D.	West Coast.
28 - S. & D.	West Coast.
29 - S. & D.	West Coast.
30 - S. & D.	West Coast.

PORTLAND.

July 22 - A. L.	Coast.
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VALPARAISO.

July 12 - T. K. K.	Choyo Maru.
13 - T. K. K.	Choyo Maru.
14 - T. K. K.	Choyo Maru.
15 - T. K. K.	Choyo Maru.
16 - T. K. K.	Choyo Maru.
17 - T. K. K.	Choyo Maru.
18 - T. K. K.	Choyo Maru.
19 - T. K. K.	Choyo Maru.
20 - T. K. K.	Choyo Maru.

NEW YORK.

June 22 - B. L.	Suruga.
23 - O. S. K.	Hague Maru.
24 - N. Y. K.	Toba Maru.
25 - B. L.	Suruga.
26 - O. S. K.	Hague Maru.
27 - N. Y. K.	Toba Maru.
28 - B. L.	Suruga.
29 - O. S. K.	Hague Maru.
30 - N. Y. K.	Toba Maru.

SOUTH AMERICAN PORTS.

DURBAN AND CAPE TOWN.

July 11 - O. S. K.	Tacoma Maru.
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MARSEILLES.

June 22 - M. M.	Paul Locat.
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LONDON.

June 22 - B. F.	Anchises.
23 - B. F.	Anchises.
24 - B. F.	Anchises.
25 - B. F.	Anchises.
26 - B. F.	Anchises.
27 - B. F.	Anchises.
28 - B. F.	Anchises.
29 - B. F.	Anchises.
30 - B. F.	Anchises.

LIVERPOOL.

July 10 - R. F.	Eurydamus.
11 - R. F.	Eurydamus.
12 - R. F.	Eurydamus.
13 - R. F.	Eurydamus.
14 - R. F.	Eurydamus.
15 - R. F.	Eurydamus.
16 - R. F.	Eurydamus.
17 - R. F.	Eurydamus.
18 - R. F.	Eurydamus.
19 - R. F.	Eurydamus.

HAMBURG.

June 22 - H. E. A. L.	Alchiba.
23 - H. E. A. L.	Alchiba.
24 - H. E. A. L.	Alchiba.
25 - H. E. A. L.	Alchiba.
26 - H. E. A. L.	Alchiba.
27 - H. E. A. L.	Alchiba.
28 - H. E. A. L.	Alchiba.
29 - H. E. A. L.	Alchiba.
30 - H. E. A. L.	Alchiba.

THE KOBÉ ELECTRIC BUREAU IS IN

possession of no less than 1,700 umbrellas left behind in the tramcars. These have been handed over to the police without their being claimed, and an attempt to auction them was not productive of any bids worth taking. The Bureau is therefore going to share the umbrellas out among the principal tram stations, and on wet days they will be lent free of charge to passengers who have left their own at home. Lending an umbrella is an unfailing way of getting rid of it, so the tramway administration is not likely to be troubled long, prophesies the *Japan Chronicle*.

BANKS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

CAPITAL U.S. \$4,000,000
 SURPLUS & UNDIVIDED PROFITS U.S. \$1,489,900

HEAD OFFICE: NEW YORK
 BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRES.

I.—In Victoria, with two Browsers.

Quarter hour	10 cents
Half hour	20 "
Three hours	50 "
Five hours	70 "
Day (6 a.m. to 6 p.m.)	1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per cent.

II.—Beyond Victoria, with four Browsers.

Hour	0.60 cents
Three hours	1.00
Five hours	1.50
Day (6 a.m. to 6 p.m.)	2.00

III.—In the Hill District.

With 2 Browsers With 4 Browsers.

Quarter hour	\$0.15	\$0.30
Half hour	0.30	0.60
One hour	0.50	0.90
Two hours	0.80	1.20
Three hours	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes	5 cents
Quarter hour	10 "
Half hour	15 "
One hour	25 "
Two hours	40 "
Three hours	50 "
Day (6 a.m. to 6 p.m.)	1.00

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour	5 cents
Half hour	10 "
One hour	15 "
Two hours	30 "
Three hours	40 "
Day (6 a.m. to 6 p.m.)	1.00

Twenty cents shall be added for each extra hour or part of an hour if the ricksha be engaged for a longer time than the above.

III.—Taipei Road.

Quarter hour	5 cents
Half hour	10 "
One hour	15 "
Two hours	30 "
Three hours	40 "
Day (6 a.m. to 6 p.m.)	1.00

The fares here set out apply to one ricksha with three coolies from Tsing Sha Tsai.

EXCHANGE.

Hongkong, June 21, 1921.

On London ... 27-1

Bank Wire ... 27-1

On demand ... 27-1

30 days sight ... 27-1

4 months sight ... 27-1

Credit, 4 months sight ... 27-1

Documentary 4 months sight ... 27-1

On Paris ... 600

Credit, 4 months sight ... 600

On New York ... 49 1/2

Credit, 60 days sight ... 49 1/2

On Bombay ... 20 1/2

On Calcutta ... 20 1/2

On Singapore ... 11 1/2

On Manila ... 110

On Shanghai ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

On demand ... 110

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On demand ... 110

A reference was made by the interviewer to the curious way in which